

CLASSIFICATION <b>SECRET</b>		25X1
COUNTRY <u>Eastern Germany</u>	REPORT NO.	25X1
TOPIC <u>Neuruppin Airfield</u>		25X1
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EVALUATION <u>See below</u>	PLACE OBTAINED <u>[redacted]</u>	
DATE OF CONTENT <u>15 July to 5 September 1952</u>		
DATE OBTAINED <u>[redacted]</u>	PREPARED <u>27 October 1952</u>	
REFERENCES <u>[redacted]</u>		
PAGES <u>6</u>	ENCLOSURES (NO. & TYPE) <u>1 - one sketch on ditto</u>	
REMARKS <u>[redacted]</u>	<p style="text-align: center;"><b>REFERENCE COPY</b></p> <p style="text-align: center;"><b>DO NOT CIRCULATE</b></p>	

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- The following observations were made at Neuruppin airfield between 15 July and 23 August 1952:

15 July. There was no air activity at the field.  
 16 July. Throughout the day, no air activity was observed.  
 21 July. About 2 p.m., MiG-15s took off. Shortly afterward, three formations of four MiG-15s each practiced formation flying. The aircraft were fitted with auxiliary fuel tanks. About 2:35 p.m., the planes flew over Neuruppin at an altitude of about 600 meters, each formation flying in echelon to the right. Ten minutes after crossing the field, the aircraft landed. The formation was aloft for about 40 minutes. Between 3 and 4 p.m., two MiG-15 and type-29 planes made individual local flights.  
 22 July. Sixteen MiG-15 and type-29 planes without auxiliary fuel tanks took off at intervals of about 50 meters. Subsequently, the aircraft were observed over Neuruppin flying in a formation of four 4-plane elements. At the same time, an element of two MiG-15 and type-29 planes was aloft.  
 23 July. Only two local flights by MiG-15s were made.  
 24 July. At 10:20 a.m., 12 MiG-15 and type-29 planes with auxiliary fuel tanks took off and, subsequently, flew in echelon to the right. In the afternoon, four individual local flights were made by swept-back jet fighters.  
 29 July. Two MiG-15 and type-29 planes with auxiliary fuel tanks took off at 9:30 a.m. and headed northeast. No more air activity was observed throughout the day.  
 30 July. A swept-back jet fighter with auxiliary fuel tanks took off at 9:10 a.m. and landed at 3:40 p.m.  
 31 July. In the morning, four formations of four MiG-15s each flew in echelons to the right. The individual formations took off at intervals of 15 minutes. In the afternoon, separate flights were made by 3 MiG-15s with auxiliary tanks flying in wedge formation at an altitude of about 400 meters and by two formations each of 4 MiG-15s without auxiliary fuel tanks in line abreast formations. About 18 individual local flights were made by swept-back jet fighters. One biplane was also observed aloft.  
 1 August. Take-offs were made by 9 individual swept-back jet fighters, 4 aircraft of the same type in elements of two, 1 single-engine, low-wing monoplane, and 1 biplane.  
 2 August. Two right echelon formations were aloft. The interval between the two formations was about 400 meters. Four local flights were made by swept-back jet fighters and one single-engine, low-wing monoplane.

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4 August. Local flights were made by 10 planes flying in elements of two. The individual flights lasted 20 minutes. One biplane once circled over the field. 9 August. During the morning, six MiG-15 and type-29 planes with auxiliary fuel tanks made individual local flights. After 12-40 p.m., an element of two swept-back jet fighters with auxiliary fuel tanks took off twice. At the same time, a swept-back jet fighter towed an air sleeve with white and red rings. At 1:30 p.m., the towing plane flew over the field and dropped the air sleeve. Then the

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11 August. At various times, biplanes made three flights, each of which lasted about two hours. At 7 a.m., a single-engine, low-wing monoplane was observed over Neuruppin.

12 August. Eight MiG-15 and type-29 planes without auxiliary fuel tanks flew in four separate elements of two. One Pe-2 plane towed an air sleeve. In the afternoon, six individual local flights were made by MiG-15 and type-29 planes. One Pe-2 towing a sleeve target took off and landed at the field.

14 August. There was air activity up to about 2 p.m. In the morning, four elements each of two swept-back jet fighters without auxiliary fuel tanks and one Pe-2 plane took off in rapid succession. Eight additional take-offs by elements of two swept-back jet fighters were made up to 2 p.m. Only one element was aloft at a time.

15 August. Four individual local flights were made by MiG-15 and type-29 planes. One Pe-2 was aloft.

16 August. There was no air activity.

18 August. Throughout the day, 14 local flights were made by individual swept-back jet fighters. In the morning, a Pe-2 plane without a sleeve target made four local flights. In the afternoon, a Pe-2 plane and four MiG-15 and type-29 planes without auxiliary fuel tanks flying in echelon to the right simultaneously flew over Neuruppin at an altitude of 1,000 meters coming from the south.

19 August. Aircraft observed flying over Neuruppin included a biplane at 8:30 a.m. and a single-engine, low-wing monoplane at 10:05 a.m. At 11 a.m., four MiG-15s took off toward the east. One plane had the [redacted] Another formation of MiG-15s took off at 11:10 a.m. At 4:45 p.m., a Pe-2 landed at the field after dropping the air sleeve. Throughout the day, individual local flights were made by swept-back jet fighters. Between 9:30 and 9:45 a.m., 23 MiG-15 and type-29 planes with auxiliary fuel tanks, 4 single-engine, low-wing monoplanes and 3 biplanes were counted at the field.

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20 August. In the morning, a formation of four swept-back jet fighters took off. Swept-back jet fighters made local flights. In the afternoon, one single-engine, low-wing monoplane was observed flying.

21 August. At 8:30 a.m., a biplane flew over Neuruppin. Aircraft counted at the field at 12:30 p.m. included 22 MiG-15 and type-29 planes, 3 single-engine, low-wing monoplanes, 4 biplanes and 1 Pe-2.

23 August. Between 10 and 10:30 a.m., three swept-back jet fighters made individual local flights. (1)

2. In early August, a swept-back jet fighter crashed near Lindow when engaged in aerobatics. Some houses were damaged. The place of accident was immediately cordoned off by local VP men who were later relieved by a Soviet detail. Clearing work started on the next day. Two persons were killed in the accident. On 9 August, the place of accident was cleared, and only a few small fragments of the crashed plane were scattered around. [redacted] (2)

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3. Between 15 July and 23 August, a wooden shed about 3x4 meters was being erected south of the east end of the runway. No radio installations were observed at the wooden shed or in its vicinity. [redacted] the shed was possibly an alert shack for the flight personnel.

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4. On 9 August, [redacted] an officer and eight EW wearing black-bordered blue epaulets hauled washing to the laundry at Rheinsberger Tor in Neuruppin. The proprietor of the laundry said that the truck belonged to Neuruppin airfield.

5. The following observations were made at the field between 31 July and 27 August:

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31 July: Between 7 a.m. and 5 p.m., there was air activity by swept-back jet fighters. In the afternoon, formations of 6 and 8 MiG-15 and type-29 planes took off twice and practiced formation flying. About 5 p.m., a plane with double rudder assembly landed at the field.

1 August. A Pe-2 plane was made ready at 7 a.m. and took off without towing an air sleeve at 10:30 a.m. At 10:45 a.m., an element of two swept-back jet fighters took off and simulated attacks on the Pe-2 plane which flew straight ahead. The swept-back jet fighters flew in echelon to the right at the same altitude and attacked from the left rear. After the take-off, the planes did not zoom or dive. At 10:55 a.m., a formation of four planes took off and simulated attacks on the Pe-2 plane. Throughout the day, there was air activity by PO-2s from the Bechlin training field. (3)

2 August. At 6 p.m., the planes of the alert flight were towed from the alert site to the dispersal area.

4 August. Between 10:40 a.m. and 5:30 p.m., firing at air sleeves was practiced. The attacking planes flew individually and in elements of two while the Pe-2 which towed the air sleeve flew straight on. The attacks were performed in the same way as on 1 August. The sleeve target was of white cloth about 5 meters long and 50 to 60 cm in diameter. It was towed on a rope which had a length of 10 to 12 aircraft. At 9 p.m., formation flying was practiced by six MiG-15s. At night, flying was always practiced in echelon to the right, the distance between the individual planes being about two aircraft lengths. The landings were made without landing lights, but with dim runway lights.

5 August. During the morning and afternoon, a Pe-2 towed a sleeve target which was fired at by MiG-15s flying individually and in elements of two. The take-offs, flights and landings were performed very well.

6 August. A Pe-2 plane took off at 7:30 a.m. and climbed to an altitude of 3,000 to 4,000 meters. At 7:45 a.m. a type-29 plane towing an air sleeve took off and climbed to a height of 5,000 to 6,000 meters. Individual MiG-15s fired at the two air sleeves. The type-29 plane made two flights each in the morning and afternoon. The plane made the third take-off at 4 p.m. and climbed to an altitude of about 7,000 meters where it dropped the air sleeve. While the plane climbed, eight MiG-15s without auxiliary fuel tanks took off and climbed to an altitude 700 or 800 meters higher than the type-29 plane. From that height, the planes attacked in echelon to the right from the right rear. The distance between the individual planes was 500 to 600 meters. The planes then dove below the air sleeve and assembled about 1,000 meters below to flew in formation. After the attack by the last plane, the type-29 dived, dropped the air sleeve and approached for a short landing. The type-29 plane was aloft for 31 minutes.

the plane made a quick landing because of fuel shortage. The attacking aircraft displayed very good flight discipline. (4)

8 August. At 11 a.m., a Pe-2 plane towing an air sleeve took off. Individual MiG-15s attacked the sleeve target. At the same time, flying in elements of two was practiced. Some planes engaged in aerobatics. Air activity continued until about 5:30 p.m. At 5:30 p.m., the alert planes took off. After the landing, a new alert flight was being parked at the dispersal area.

9 August. A Pe-2 plane without sleeve target was aloft between 7:30 a.m. and 2 p.m. Planes flying individually and in elements of two simulated attacks on the plane. The alert flight practiced formation flying in elements of two. The individual planes of the formations flying during the daytime kept a distance of from one half to one aircraft length. After the flight by the alert planes, a new alert flight was parked at the field. No air activity was observed at the field after 2 p.m.

12 August. A Pe-2 plane towing a sleeve target took off at 8:30 a.m. At an altitude of 3,000 to 4,000 meters, the air sleeve was attacked without firing. The same exercise was performed between 1 and 3 p.m. The alert planes flying in echelon to the right were also involved in attacking exercises.

13 August. A type-29 plane made local flights. The following take-offs and landings were observed:

Take-Off

Landing

11:10 a.m.	1:07 p.m.	11:34 a.m.	1:25 p.m.
12:05 p.m.	3:09 p.m.	12:22 p.m.	3:33 p.m.

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15 August. After 6:30 a.m., individual MiG-15s fired at ground targets in the area northeast of Storbeck. The aircraft flying at an altitude of about 3,000 meters dived at an angle of about 30 degrees, and pulled out of dive about 800 meters above the ground shortly after firing a burst. After flattening out, the aircraft were about 400 meters above the ground. Firing was practiced until about 5 p.m.

18 August. In the morning, local flights were made by individual MiG-15s. At 3 p.m., a type-29 plane [ ] towing a sleeve target flew at an altitude of 5,000 to 6,000 meters. Simulated attacks were made at the air sleeve by aircraft flying individually and in elements of two. No bursts were heard. The type-29 plane landed and again took off. At the second flight, individual planes attacked from the left front side and pulled off to the left. Other attacks were made from the right front side below.

22 August. About 3:30 p.m., 22 MiG-15s, 2 type-29s, 6 Yak-11s, 12 Po-2s and 1 Pe-2 were counted at the field. (3) Between 10:30 a.m. and 11:05 a.m., a MiG-15 flew in the clouds. The weather was bad. To land, the plane made an instrument approach at the beacon. This was repeated by another MiG-15 between 12:08 and 12:23 p.m. Flying continued in the same way up to 4:45 p.m.

23 August. Between 7:05 and 7:32 a.m., a MiG-15 made simulated attacks at a Yak-11 plane at an altitude of 5,000 to 6,000 meters. The aircraft sometimes disappeared behind the clouds. The Yak-11 plane flew straight ahead and was attacked from the front by MiG-15s which flew at the same level. Between 8:40 and 9:03 a.m., an element of two MiG-15s [ ] practiced air fighting above the clouds. One MiG-15 climbed to an altitude of 300 to 400 meters and attacked the other MiG-15 which tried to escape by banking sharply. The flights were performed with much skill.

24 August. No air activity was observed at the field.

25 August. Flying was practiced between 6:30 a.m. and 5:45 p.m. Air activity observed included formation flying in elements of two and four, approach flights at a Yak-11 plane by aircraft flying in formations of two and four, and strafing by individual swept-back jet fighters at ground targets in the area between Storbeck and Gentzrode. Night flights were made after 9 p.m. Local flights were first made by two Po-2s and later by two Yak-11s. Subsequently, individual MiG-15s were observed aloft heading northwest. When the first MiG-15 returned to the field, a detonation was heard from the northwest. After the plane had landed another MiG-15 took off. The same procedure was repeated until about 3 a.m. The night was clear, and the sky was almost cloudless. The MiG-15s flew with red, green and white position lights. The landings were made without landing lights, but the dim runway lights were switched on.

28 August. [ ] bombs were being dropped at night near Hatzheim. (5)

26 August. During the morning after 6:30 a.m., formation flying above the clouds was practiced in elements of two and up to five. A type-29 [ ] circled once over the field. In the afternoon, a local flight was made by a type-29 plane [ ] Between 9:20 and 11 a.m., a Yak-11 plane flew above the clouds at an altitude of about 3,000 meters. Subsequently, an element of two MiG-15s took off. Between 1 and 3:30 p.m., the same air activity was performed as during the morning. [ ] two planes flying in one element.

27 August. Instrument flying in the clouds was practiced by MiG-15s. It rained slightly. The visibility was limited to 3 or 5 km, the cloud base being at 500 to 550 meters. MiG-15s observed flying [ ] between 9:30 and 9:55 a.m., [ ] between 10:20 and 10:43 a.m., and [ ] between 11:24 and 11:45 a.m. From the engine noise heard, [ ] the aircraft flew rather low. The aircraft usually approached the DF station in east-west direction. The approach flight at the DF station before landing was performed very well.

6. About 2 p.m. on 22 August, [ ] a truck loaded with beer. At the guardhouse, the driver and the assistant driver had to hand in their passes. The driver's cab and the entire truck were inspected carefully. The vehicle was allowed to pass after the sentry had tried in vain to buy a bottle of beer for 5 castmarks. The vehicle moved without any escort along the main road at the field directly toward the canteen, a temporary building with a flat roof west of the westernmost hangar. Russian women were employed in the canteen. The

canteen keeper complained about the small quantity of lemonade he was supplied with. He said that he needed 1,500 bottles in order to be able to sell one to each of the personnel at the field. He further stated that he was not allowed to have beer in stock for the flight personnel. (6) In the canteen [ ] a lieutenant colonel with many decorations and an aviation badge representing a light blue enamel bomb. The officer tried without success to buy a bottle of beer from the canteen keeper. Then he asked the truck driver and offered him 10 eastmarks for one bottle. At last, the driver gave him one bottle from his hidden stock under the driver's seat for an eastmark,

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7. On his way back, the truck driver made a large curve in order to stop in front of the western hangar. He observed that a wooden building, about 12x15 meters, with a flat roof was located between the canteen and the western hangar. Two or three rooms full of benches were observed inside the wooden building. The western hangar was wide open. The large gate had no pillars. Mechanics were working on 10 PO-2s, 1 MiG-15 and 1 type-29 [ ] in the hangar. The MiG-15 plane stood in the eastern front section of the hangar. Large piles of auxiliary fuel tanks were observed along the wall. About 50 meters in front of the hangar, [ ] the open lids of underground fuel containers in a concreted area. One tank had a joining piece with a rubber hose 15 to 20 cm in diameter. About 20 meters in front of the tank installation there were two tank trucks, one oil tank truck with a hose and a red fire truck which had the same shape as the tank truck. The rigid piece of a foam extinguisher which formed a funnel in front lay at the side. The funnel had mouth piece which was 10 to 12 cm x 25 to 30 cm. Men wearing black coveralls and helmets with leather straps were on the fire truck. (7)

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8. [ ] the flight control building [ ] (8)  
A large jeep with a driver was parked in front of the building. A lieutenant stood in front of the tower observing a flying MiG-15 through field glasses. The top of the tower was of plexiglass. A soldier equipped with field glasses also observed the flying plane through an open window. A wind cone was on top of the tower. The barracks installations south-southwest of the fuel dump were apparently occupied to capacity. The fuel dump could not be definitely observed. Two railroad tank cars stood on the spur track which passed behind the western hangar at a distance of 10 to 20 meters. One tank car was connected with a filling plug which led into the ground. [ ] this was direct connection with the underground fuel containers in front of the hangars. (7)

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9. On 8 August, 10 trucks and 6 German drivers were observed in the yard of Villa Thiele. One of the Germans stated that he and the other drivers earned 600 eastmarks per month, that they were issued sufficient food and that they came daily from Wittstock. The driver further stated that they were repaid the daily fare and that they were employed by the air force construction staff. (9) On 27 August, work still continued on the two shrapnel-proof aircraft revetments which had vertical wooden walls at the inside and a lateral wall of earth at the outside. (11) [ ]

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10. On 17 August, local residents from Rheinsberg stated that a jet fighter had crashed in Lindow during air exercises. [ ]

11. On 18 between 10 a.m. and 7 p.m., there was air activity by MiG-15s. A twin-engine plane towing a sleeve target was observed between 6 and 7 p.m. The air sleeve was alternately fired at by MiG-15s which took off successively. Bursts of fire heard, and muzzle flashes were observed. On 19 August, there was intensive air activity by MiG-15s. Between 7 and 11 a.m. on 21 August, a few flights were made by PO-2s and single-engine planes with radial engines. Between 10 a.m. and 5 p.m. on 22 August, individual MiG-15s practiced flying. Between 8 a.m. and 2 p.m. on 23 August, there was little air activity by MiG-15s. On 2 September between 10 a.m. and 1 p.m., individual flights were made by MiG-15s. Night flying was practiced between 7:40 and 11 p.m. Between 8:30 a.m. and 5 p.m. on 5 September, there was flying by MiG-15s. On 6 September, individual flights were made by Po-2s including [ ]

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## Comments.

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- (1) Neuruppin airfield is occupied by a fighter regiment. The statements on air activity indicate the good status of training of the pilots. [redacted] enthusiastic about the skill displayed by the Soviet pilots. [redacted] observed unsuccessful take-offs or landings. [redacted] the flight discipline is excellent. 25X1
- (2) A type-29 plane crashed on 1 August 1952. It had performed aerobatics. 25X1
- (3) The presence of so many Po-2s and Yak-11s is noteworthy. The same observation was also made at other airfields. It appears that the well trained fighter regiments also train new pilots as well as give advanced training to old pilots. 25X1
- (4) The type-29 plane appears particularly suitable for the towing of an air sleeve because of its second pilot seat. The air sleeve is probably operated by the second man. As the flight time of the type-29 plane is very short the firing practices must be performed very quickly.
- (5) The training field for air-to-ground firing is apparently located near Storbeck-Gentzrode, about 5 km north of Neuruppin. The bombing practices were probably performed over the Gadow-Rosow bombing range north of Pfalzheim. It is believed that bombing at night was practiced by bombers of the bomber regiments stationed in Verneuchen or Brand.
- (6) According to available information, the reported number of personnel is too high because of only one fighter regiment with the supporting ground personnel is stationed in Neuruppin.
- (7) For location of railroad tank cars and underground fuel dump, see Annex 2. It has not been determined whether the filling plugs are directly connected with the fuel dump which is about 200 meters west of the western most hangar. 25X1
- (8) For sketch of flight control building, see Annex 1.
- (9) The reported air force construction staff possibly is the Kech Unit which was transferred from Gera to Wittstock in March 1952. For details on this unit, [redacted] 25X1
- [redacted] This unit which was to move directly from Gera to Neuruppin was probably transferred to Wittstock temporarily because of a shortage in quartering facilities at Neuruppin. The transfer from Wittstock to Neuruppin was performed between 8 and 14 June 1952. [redacted] The mission of the unit is not yet known. 25X1
- (10) As the construction of shrapnel-proof aircraft revetments was recently reported from several airfields it must be assumed that this measure was ordered for the entire area of the Twenty-Fourth Air Army.

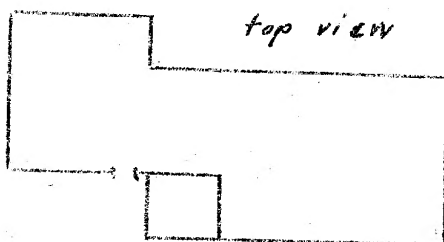
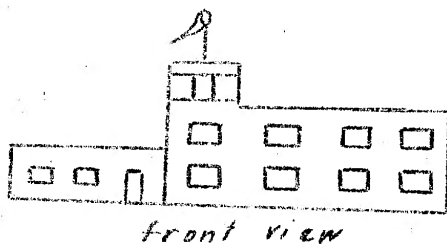
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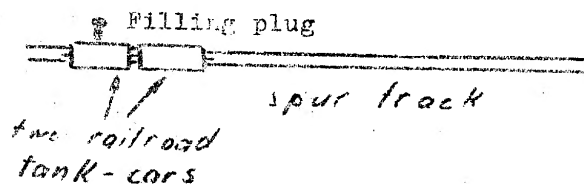
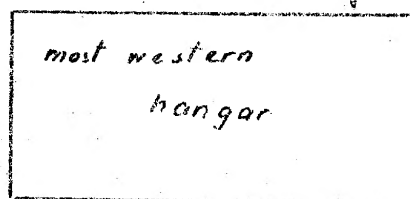
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Flight Control Building at Neuruppin Airfield

*Flight Control Building*



Lids of Underground Fuel Containers



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